एकड़ जमीन बांटी जा चुकी है इससे पता लगता है कि प्रगति धीमी नहीं रही पिछले सालों में कांग्रेस शासन के भीतर जहां तक बिहार का सवाल है, वहां भी 2,50,000 एकड़ जमीन अर्जित की गई कांग्रेस शासन के अंदर, बाद के शासन में जमीन अर्जित नहीं हुई है, जो होनी चाहिए थी। जहां तक सवाल है रिलेक्सेशन की सीमा कम करने का, भारत सरकार की सुनिश्चित राय है हदबंदी कानून में न सीमा घटाने की, न बढ़ाने की। चूंकि अनिश्चितता जमीन के मामले में नहीं रहनी चाहिए, चूंकि ग्रामीण जीवन में हम नई शक्ति लाना चाहते हैं, जो प्रधान मंत्री की व्यग्रता है ग्रामीण जीवन में आर्थिक संरचना करने की, अगर जमीन की अनिश्चितता बनी रहेगी तो गांवों में स्थिरता नहीं होगी। जब तक जमीन की अनिश्चितता है तभी तक गांवों में तनाव है जो हम बिहार में देख रहे हैं, आंध्र प्रदेश में देख रहे हैं, कई राज्यों में देख रहे हैं। इसलिए जमीन के मामले को निष्पादित कर देना चाहिए और फिर सीलिंग कानून में कोई तब्दीली नहीं करनी चाहिए।

जहां तक मुख्य मंत्री, पंजाब का सवाल है, उनकी एक टिप्पणी हमने अखबार में देखी थी। हमने तत्काल उन्हें पत्र लिखा कि जमीन की हदबंदी बढ़ाने का कोई मामला विचार में हो ही नहीं सकता है। भारत सरकार ने जो 1972 में फैसला लिया है, उसमें पीछे जाने का कोई प्रश्न ही उठता है। किसी भी मुख्य मंत्री को इजाजत भारत सरकार नहीं देगी कि वह हदबंदी कानून में कोई तब्दीली करे। इसी वजह से कर्नाटक के, पश्चिमी बंगाल के, मध्य प्रदेश के और महाराष्ट्र के जो प्रस्ताव आए हैं, उन पर भारत सरकार ने अपनी सहमति नहीं दी है।

MR. CHAIRMAN: Question No. 84. Shri Jibon Roy.

श्री भूपेन्द्र सिंह मान: सर, यह इतना वाइटल ईश्यू है कि इसके ऊपर डिस्कशन होना चाहिए, इसके लिए हाफ-एन-ऑवर डिस्कशन अलाऊ कर दो साहब।

MR. CHAIRMAN: We have had enough discussions on this. I have given more than enough time for this.

श्री भूपेन्द्र सिंह मान: जिस दिशा में यह सवाल जा रहा था, उसके ऊपर तो सवाल पूछे नहीं गए, सर, और दिशा में पूछे गए, इसलिए इसके ऊपर हाफ-एन-आर डिस्कशन अलाऊ कर दीजिए।

MR. CHAIRMAN: **Please**, Please, I will give you another time.

Prices of Imported Steel Items

*84. SHRI JIBON ROY: Will the Minister of STEEL be pleased to state:

(a) the landed price of certain imported Steel items like C.R. coils, H. R. coils, G.I. steel, Wire rods and Tin plates during the months of June and July, 1995 *vis-a-vis* stockyard price thereof;

(b) the figure of production during 1994-95 of integrated steel plants against total production and the percentage thereof;

(c) whether it is a fact that around 19% of the total steel produced by SAIL has been semis and it was because of lower landed price of imported value added materials;

(d) whether Government deems it to be dumping; and

(e) the steps Government propose to prevent such dumping in Indian Soil?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) The landed costs and stockyard prices of HR Coils, CR coils, Wire rods, tinplates and GP Sheets during June' 95 & July' 95 are as follows:

Item	June'95		July'95	
	Landed cost	Stockyard price	Landed cost	Stockyard price
1	2	3	4	5
	Rs./tonne	Rs./tonne	Rs./tonne	Rs./tonne
HR coils (Deep Drawing Grade) – 3.15 mm	23,133/-	19,884/-	21.715/-	19,284/-
HR coils (Tube Maker Quality – 2 mm	22,997/-	17,688/-	21.478/-	17,688/-
CR coils (Deep Drawing Grade) – 0.63 mm	30,244/-	22,798/-	30.244/-	23,143/-

1	2	3	4	5
CR coils (Barrel Grade) – 1.25 mm	29,735/-	19,348/-	29,735/-	20,498/-
Wire Rods IS — 2062, 6 mm	20,060/-	14,173/-	20,060/-	14,805/-
Tin Plates Oil-Can-Size	37,373/-	34,467/-	37,883/-	30,060/-
G.P. Sheets (0.63 mm)	36,355/-	24,647/-	37,373/-	24,992/-

(b) During 1994-95 production of finished steel by integrated steel plants was 9.57 million tonnes out of the total production of 17.22 million tonnes, which is 56% of the total production.

(c) It is a fact that out of total production of saleable steel by SAIL during 1994-95, 19% production has been that of semis. However, it was not because of lower landed price of imported value added materials.

(d) and (e). Do not arise in view of (a) and (c) above.

SHRI JIBON ROY: Sir, there is no doubt that the Steel Authority of India is doing extremely well within all limitations. Still, the fact is that the semis are being produced successively in increasing quantities, keeping the capacities of the finishing line idle. This year, against the capacity planning of 9 per cent, the semis are produced by 20 per cent of saleable steel and it is happening because more and more imported steels are being sold in our country at lower price than the domestic prices. It is the consequence of successive reduction of import duties and increase of excise duties. What can I want to ask the hon. Minister. The hon. Minister has supplied misleading information, and he has stated that all the imported materials are being sold at higher prices than the domestic prices. But, Sir, in the deposition made before the Standing Committee for Industry, according to the 14th Report of the Committee placed before this House, it is mentioned that the imported price of all the items—Biellets, wire rods, structural plates, HR coils, GP sheets, tin plates—is lower than the domestic price. Sir, if this is not changed and some reform is not brought into the tax structure, our steel industry will be ruined. In the statement, the figures are given of the European countries and the Latin American countries. But, Sir, most of the steel is coming from the CIS countries, and the hon. Minister has not given that figure. I would like to know from the hon. Minister whether the Steel Ministry will take up the matter with the Finance Ministry to increase the import duty at least to some extent of otherwise to give concession on excise.

SHRI SONTOSH MOHAN DEV: Sir, it is not a fact that the landing cost of semis is far less than the stockyard price. There are nine ports through which these products come to our country. I have taken the average price. I have taken Bombay as the basis and it has taken the maximum import. The average price of semis' landing cost is Rs. 13,795 and the stockyard price is Rs. 11,988. In July, it is Rs. 13,731 and Rs.11,988 respectively. Partially the hon. Member is also correct. There are certain low-grade quality of semis coming from the CIS countries whose price is lower than our stockyard price. The Government policy is to help the industry to grow, to help them to get raw materials at a competitive price. We from our industry produce only 19 per cent semis to supply. Semis are mostly used by other factories for re-rolling. We also supply to our industrial units within the country. The question of reducing the customs and the danger to the domestic sector is an issue which has been discussed in this House and the other House time and again. The Finance Ministry had taken a stand that gradually

those customs duties will be reduced, and the domestic industry must be competitive. Till now, we have survived. We have not faced a situation where dumping is being done. No dumping case has been filed in the last four years except one by SAIL, which has also not been able to justify. In spite of this, if further reduction in the Customs duties is made, it may be a danger. I fully appreciate the sentiments of the hon. Member. We are taking up this matter time and again with the Finance Ministry, and I am sure that he Customs duties will not be reduced to an extent which will affect the domestic industry.

SHRI JIBON ROY: Mr. Chairman, Sir, we are producing more and more semis. But semis are also being imported into our country. The profitability of the SAIL is also effecting. Against a profit of Rs. 545 crores in the year 1993-94, this year we made a profit of Rs. 1,000 crores, but we have produced 6.8 per cent hot metal in excess. We got a concession of Rs. 323 crores out of the withdrawal from the Steel Development Fund. Now, in the coming years, if the capacity in the finishing line is not fully utilised and the finished products are not sold, the profitability of the Steel Authority of India would come down. Sir, in America, when a product goes there and it is sold at a price higher than the domestic price of the importing country it is impounded within twenty-four hours, whereas, in our country, nowhere there is any check. There is no system. The Commerce Ministry is sitting idle. Therefore, I would like to know from the hon. Minister whether he would take up the matter with the Commerce Ministry in regard to a proper anti dumping law so that dumping is stopped once and for all.

SHRI SONTOSH MOHAN DEV: Sir, as I said earlier, there is no such dumping. But it is also a fact, as has been stated by the hon. Member, that the anti-dumping law which exists in our country is a time-consuming one, a cumbersome one, in comparison with that of the other countries. But Sir, in view of the fact that it was discussed in the Standing Committee as well as in the Consultative Committee, we had taken up the matter with the Commerce Ministry. They have now introduced a simpler form by which one can lodge a complaint and the time-gap between the lodging of the complaint and the giving of the judgment can be reduced. I agree with the hon. Member. Compared to the time taken in other countries the time taken in our country is a bit long. But in view of this new phenomenon, I think further improvement would be made. We are in constant touch with the Commerce Ministry. The views expressed by the hon. Member would be conveyed to the Commerce Ministry. We would inform the Commerce Ministry that this is the view of the House that the time in regard to taking a decision on a dumping complaint should be reduced.

श्री भूपेन्द्र सिंह मान: सर जब सही दाम पर यहां के कंज्यूमर्स को कोई बाहर से चीज मिल जाती हो तो उसको, मेरे ख्याल में डंपिंग कहना ठीक नहीं है। यहां के कंज्यूमर्स का ध्यान रखने के लिए बाहर से चीजें मिलती हों तो यहां की इंडस्ट्री को कंपीटीटिव होना होगा और उसको अपनी एफिसियेंसी इम्प्रूव करनी होगी। बाहर से गेहूं महंगे दामों पर लेकर और यहां सस्ता बेचकर इसका डंपिंग कहा जा सकता है। लेकिन बाहर से स्टील सस्ता लाकर यहां सस्ता देना इसको डम्पिंग नहीं कहा जा सकता है। यहां के कंज्यूमर्स को सस्ते दामों पर ठीक चीज मिले, इसके लिए सरकार अपनी नीति बदलकर आगे आएगी या नहीं? पहले सवाल में लिब्रलाइजेशन की बात थी। प्रधानमंत्री जी ने लिब्रलाइजेशन की बात कही और अब सरकार लिब्रलाइजेशन से हट रही है। तो जमीन की हदबंदी जैसे सवालों पर सरकार लिब्रलाइजेशन से हटती जाएगी या वह उस पर स्टिक करेगी?

SHRI JIBON ROY: There, they are selling it at higher prices, whereas, they sell it at lower prices here.

SHRI SONTOSH MOHAN DEV: Sir, after Jan. 1992, there is total decontrol of steel. The Government does not interfere in the matter of pricing. It is absolutely

done by the public sector undertaking. But to their credit, I must say this. If you go through the statement which I have given you would find that in July, the price of HR coils (Deep Drawing Grade)—the landed cost—was Rs. 21,715/- per tonne, whereas, the stockyard price was Rs. 19,884/- per tonne. Similarly, the landed cost of HR coils (Tube Maker Quality) was Rs. 21,478/- per tonne, whereas the stockyard price was Rs. 17,688/- per tonne. If their only intention was to make profit, they could have increased it by another twenty per cent, but they have not done it because we have to see how much the domestic consumer can absorb. Today, the price is fixed on the basis of the market data that we get and the extent to which it can be absorbed by the domestic consumer. We are not fixing the price only with profit-earning in view. But Sir, we have to take into account other things. The wages are going up. the bonus is going up. The coal price is going up. The railway freight is going up. There are certain things which we have to absorb, which come as an implication from the Budget. These are unavoidable. But only profit-making is not our idea. Today, Sir, in the secondary sector also, as the hon. Member had said, steel production is coming up. I am sure we would take all these into consideration. We have to take into consideration our social responsibility and, with that responsibility in view, we will continue to fix the price.

श्री गया सिंह: सभापति महोदय, माननीय मंत्री जी ने अभी सवाल का जवाब दिया है। मैं उनसे सिर्फ यह जानना चाहता हूं कि उदारीकरण के बाद कई आइटम्स हैं, उनमें से मैं दो आइटम्स के बारे में जानना चाहता हूं एच०आर० क्वायल्स और सी०आर० क्वायल्स, इन पर पिछले तीन-चार सालों में टोटल कितनी प्रतिशत ड्यूटी कम हुई और इस बीच में आपने उनकी कितनी एक्साइज ड्यूटी बढ़ाई? जैसे कि अभी कहा गया बाहर की चीजें हमारे यहां सस्ती हो रही है और डंपिंग करने की जरूरत नहीं है। हाल ही में या पिछले बजट में भी आपने एच०आर० कायल्स, सी०आर० कायल्स पर आपने ड्यूटी कम की है और पिछले चार सालों में हमारी एक्साइज ड्यटी बढ़ाई है। यह हमारा सवाल है दोनों में कंपेरेटिव, बाहर की चीजों में ड्यूटी कम कर के कितना दाम कम कर दिया और हमारे यहां एक्साइज़ ड्यूटी बढ़ा कर कितना कम कर दिया।

SHRI SONTOSH MOHAN DEV: Sir, as I said in my answer also previously, from 50 per cent the customs duty has come down to 40 per cent on certain items and, on certain other items, to 30 per cent. A proportionate increase in the excise duty is also there, and this is one issue which we, on behalf of the producers and others, take up with the Finance Ministry. I cannot criticize my sister organization. But this is a policy which they are following. The view is that the excise duty should be reduced, but it is up to the Finance Ministry to consider it. The Government also needs revenue for other purposes. But nothing has been done to the detriment of the consumer or the producer. Still it is tolerable. We have to see what happens in future.

SHRI JIBON ROY: Sir, steel economy is being colonized.

श्री शिवचरण सिंह: सभापति, महोदय, माननीय मंत्री जी को ज्ञात होगा कि कांडला पोर्ट से अनसर्विसेबल शिप्स का स्क्रेप बहुत कम कीमत पर हिन्दुस्तान की रोलिंग मिलों को सप्लाई किया जा रहा है। क्या आप यह बताने की कृपा करेंगे पिछले तीन वर्षों में अनसर्विसेबल शिप्स का स्क्रेप पूरे देश में कितना आया? उसके आने से दुष्परिणाम क्या हुआ है कि जो पुरानी रोलिंग मिलें उत्तर भारत में थीं चाहे पंजाब में है या राजस्थान में है उनको यह स्क्रैप लेना पड़ता था। रेलवे से या दूसरों से जो स्क्रैप है वह महंगा पड़ रहा है और जो शिप्स टूट टूट कर कांडला पोर्ट से आ रहा है वह सस्ता पड़ रहा है। अब नयी-नयी रोलिंग मिलें ऐसे स्थानों पर लग रही हैं जो बैकवर्ड डिस्ट्रिक्ट्स हैं उनके कंपीटीशन में पुरानी री-रोलिंग मिलें चाहे वह दिल्ली की हों, चाहे उत्तर प्रदेश की हो, चाहे पंजाब की हों, चाहे राजस्थान की हों, उनको भारी मुकाबला करना पड़ेगा। क्या इस मुकाबले से बचने के लिए जो अनसर्विसेबल स्क्रेप कांडला पोर्ट से आ रहा है उसको बंद करेंगे या उसको इसी तरह से चालू रखेंगे?

SHRI SONTOSH MOHAN DEV: Sir,

unfortunately, I cannot agree with the hon. Member. Scrap is an important item and it has to be imported spending our precious foreign exchange. There was pressure in this House, through a Calling-Attention motion, because of the difficulties felt by the electric are furnaces and the secondary sector. Government has gradually reduced the customs duty on scrap from 15 to 5 per cent. At the same time, Government has also given the benefit of these shipbreaking facilities so that the people who use scrap get scrap at a competitive price. This has helped many people to open their units which were closed. Now what the hon. Member is saying is that some of the old types of secondary sector units using scrap are in difficulties. The Standing Committee on Industry has submitted a report, enumerating the difficulties and suggesting certain remedies. We have formed a small group in our Ministry. The report has come before me, and after studying it we will come before the Cabinet and Parliament and we shall take care of the situation which is there, but not by stopping ship-breaking. The ship-breaking industry in Gujarat is doing extremely well and helping the country. They are buying ships at very low rates and supplying scrap. ....*(Interruption)*.... Let me finish. In 1993-94, the ship-breaking industry produced 1.2 million tonnes of scrap, and in 1994-95 it was 2.06 million tonnes. Thereby they are saving foreign exchange. You are talking of some new industries. Today, the electric are furnances have to change. The outdated blast furnances and others are not effective now: We know they are job-oriented, and that is why we have reduced the customs duty. But the point you have raised is also in our mind. The Standing Committee on Industry whose Chairman, Dr. Ashok Mitra is here—has submitted a report and we are examining it. We will take steps, but not by stopping the import of ships and breaking them. By other methods we will try to help them.

श्री शिवचरण सिंह: मान्यवर, शिप्स स्क्रेप जो आ रहा है, उसमें बड़ा घोटाला है। शिप में कई दूसरी चीज़ें भी होती हैं। उनकी वजह से यह शिप्स स्क्रेप जो आ रहा है, लोहा आ रहा है, उसको सस्ता बेचा जाता है। उनमें जो दूसरे मेटल होते हैं जैसे कॉपर होता है, लेड होता है, ब्रास फिटिंग्ज़ होती है, सोना-चांदी कई चीज़ों में मिक्स होता है। उस स्क्रेप के नाम से इम्पोर्ट लाइसेंस देते हैं और फायदा उठाते हैं दूसरी चीज़ों से तथा आयरन स्क्रैप को सस्ता बेचते हैं।

MR. CHAIRMAN: Please sit down.

SHRI SONTOSH MOHAN DEV: Sir, I cannot answer this.

*85. *[The Questioner (Shri Govindrao Adik) was absent. For answer vide col. 34 infra.]*

राष्ट्रीय खेल-कूद प्रतिभा प्रतियोगिता योजना

*86. **श्री ईश दत्त यादव:** क्या **मानव संसाधन विकास** मंत्री यह बताने की कृपा करेंगे कि:

(क) राष्ट्रीय खेलकूद प्रतिभा प्रतियोगिता योजना की मुख्य विशेषताएं क्या हैं;

(ख) गत तीन वर्षों के दौरान सरकार द्वारा इस योजना के अन्तर्गत कितनी राशि स्वीकृत की गई है; और

(ग) गत तीन वर्षों के दौरान हुई प्रगति का राज्यवार ब्यौरा क्या है?

मानव संसाधन विकास मंत्रालय (युवा कार्य और खेल विभाग) में राज्य मंत्री (श्री मुकुल वासनिक): (क) से (ग) एक विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) राष्ट्रीय खेलकूद प्रतिभा प्रतियोगिता योजना की मुख्य विशेषताएं निम्नलिखित हैं:—

(1) खेलों को प्रारंभिक स्तर पर बढ़ावा देना और 8-12 आयु वर्ग के बच्चों के बीच खेलों में भाग लेने के लिए खेलों के प्रति जागरूकता पैदा करना,

(2) ऐसे प्रतिभाशाली लड़कों और लड़कियों का पता लगाना जिन्हें प्राकृतिक प्रेरक गुण और शारीरिक विकास आनुवंशिक रूप से प्राप्त हुए हैं,